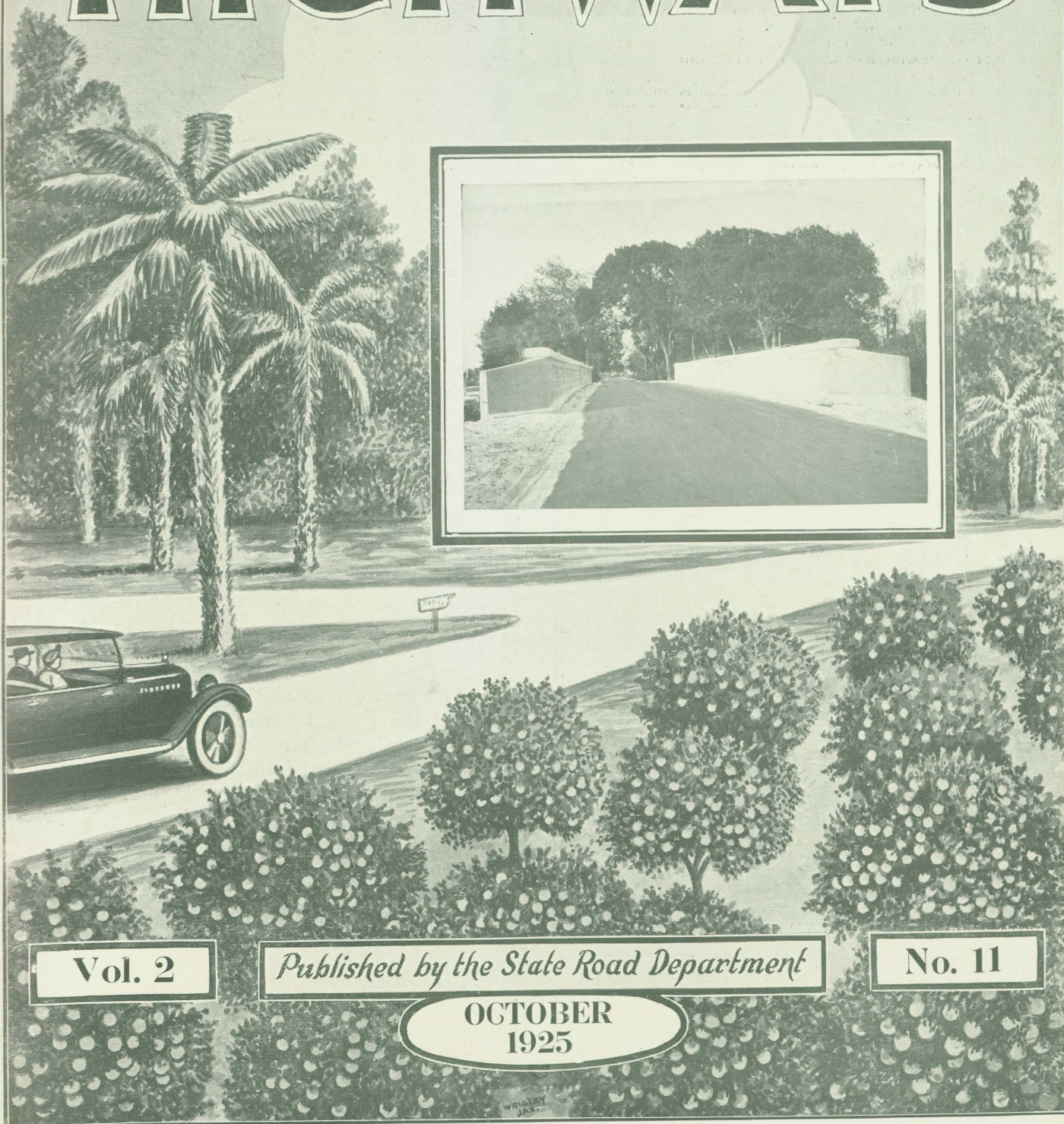


FLORIDA HIGHWAYS



Vol. 2

Published by the State Road Department

No. 11

OCTOBER
1925



**Making
Beautiful
Concrete
Highways
"A Joy
Forever"**

Highway through Bedford, N. Y. Strong & Steffy, Inc., New York City, contractors. Elastite Expansion Joint used.

The builders designed this beautiful drive to withstand every normal stress of traffic and adequately protected it from concrete's double enemy—expansion and contraction. Carey Elastite Expansion Joints permit the road to expand and contract without strain as the temperature and moisture change. The cost of these joints is trivial as compared with the cost of the road, yet it prevents breaks and blow-ups, and cuts maintenance costs to the minimum.

Write for 72-page book on use of Expansion Joint and handy Elastite scale. Warehouses in all principal cities insure 48-hour deliveries of Carey Elastite to any job anywhere.

THE PHILIP CAREY COMPANY
74 Wayne Ave., Lockland, Cincinnati, Ohio

**Carey
Elastite**



Elastite Expansion Joint is an elastic resilient material composed of two sheets of asphalt-saturated felt between which is "sandwiched" a body of carefully refined asphaltic compound.

**Motors
Run Smoother on
CROWN
GASOLINE
—AND—
POLARINE
OIL**

STANDARD OIL COMPANY
INCORPORATED IN KENTUCKY

*Permanent
roads are a
good investment
—not an expense*

This Is the Road That Gets the Traffic

No matter how many roads there are leading in or out of your town, the ones best paved get the traffic.

This is especially true if these roads are of Concrete. For every motorist appreciates the many advantages of driving over its true, rigid, unyielding surface.

No wonder Concrete Highways are crowded for mile after mile. More than 17,000,000 motor vehicles are using them today. And new cars are being produced at the rate of 4,000,000 a year.

Here is a situation of vital concern to you. Everywhere we need more or wider Concrete Roads, or both, to take care of the ever-increasing traffic. And now is the time to plan for their construction.

Your highway officials want to be of the greatest possible service to you. Get behind them with ways and means that will provide more Concrete Roads and Streets. Such an investment will pay you big dividends year after year.

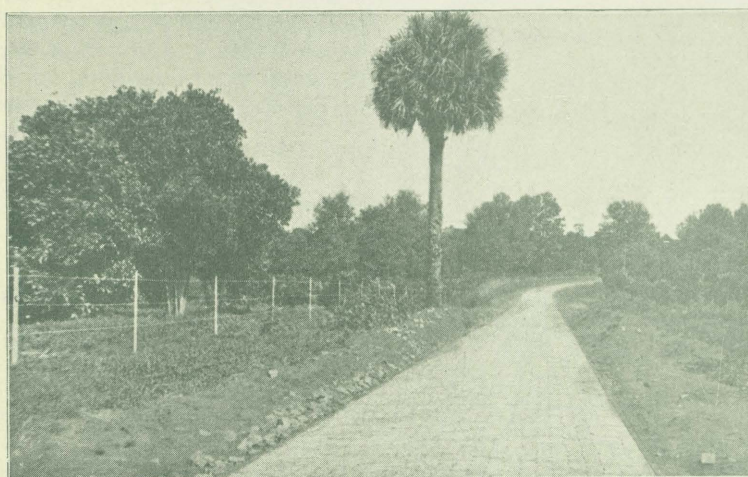
PORTLAND CEMENT ASSOCIATION

Graham Building
Jacksonville, Fla.

*A National Organization to Improve and Extend
the Uses of Concrete*

Offices in 30 Cities

FLORIDA HIGHWAYS



Vol. II

OCTOBER, 1925

No. 11

Road Building Must Continue

In any consideration of appropriations for highway building, or any concerted movement to influence sentiment either in Congress or in the various state legislatures, the fact should not be lost sight of that the demand is for wider and wider roadways, necessitating a constantly increasing cost per mile.

This seems to be a situation which has been forced upon us and which we cannot get away from. No sooner do we build a road of modest width than traffic is diverted to it and it is soon overloaded. It can be argued, of course, that as hard roads become more generally the practice, traffic will be distributed and congestion will be lessened; but in the meantime the automobile factories will continue to turn out cars with seemingly no limit—for we have now gone beyond the number of such vehicles which a while back was set as the saturation point.

So we come back to the ever-recurrent problem which the motor car has set for us of suiting the roads to the traffic rather than the traffic to the roads.

Already we are talking of 100-ft. slabs of concrete on some highways—and doubtless there are localities where such a pavement would be given full service. This is a far cry from the tiny 8-ft. ribbon of concrete which was the beginning of this type; but even this comparison is far from symbolizing the increase in the use of the automobile.

With this situation before us, we might just as well make up our minds to build our new roads for the present and the future as well as using some of our funds to widen out our past inadequate experiments.

So we are not in a position to do any trimming of appropriations if we are going to keep up with traffic development. If fault is found with the extent and cost of our programs of improvement, we can only say that we are being penalized for the sins of past generations, that we are being forced to spend somewhat lavishly because they did not build adequately even for their own time. Call it unfortunate if you will, but we have had our lives cast in a transition period, so that in addition to bearing some of the burdens which belonged to the past, we have also had to assume the expense of developing a new pattern and working from it. But our pride shall be in leaving to our children a system of highways sufficient unto the times so that they can carry on from where we leave off without any reflection that we did not do our part.

To do this, and do it adequately and conscientiously, we must not allow any recession of enthusiasm or any weakening of effort. These roads have to be made, and they have to be paid for. Let us assume the burden ungrudgingly and encourage the passage of sufficient appropriations.—Highway Engineer and Contractor.

Mud, Money and Motoring

Mud is the world's champion joy-killer. Nobody likes mud, excepting children who make pies of a more or less doubtful edibility.

If the money annually spent in misdirected or undirected motoring throughout the United States could be conserved and collected for the construction of highways, it probably would amount to proportions not only astounding, but sufficient to build many hundreds of miles of roads.

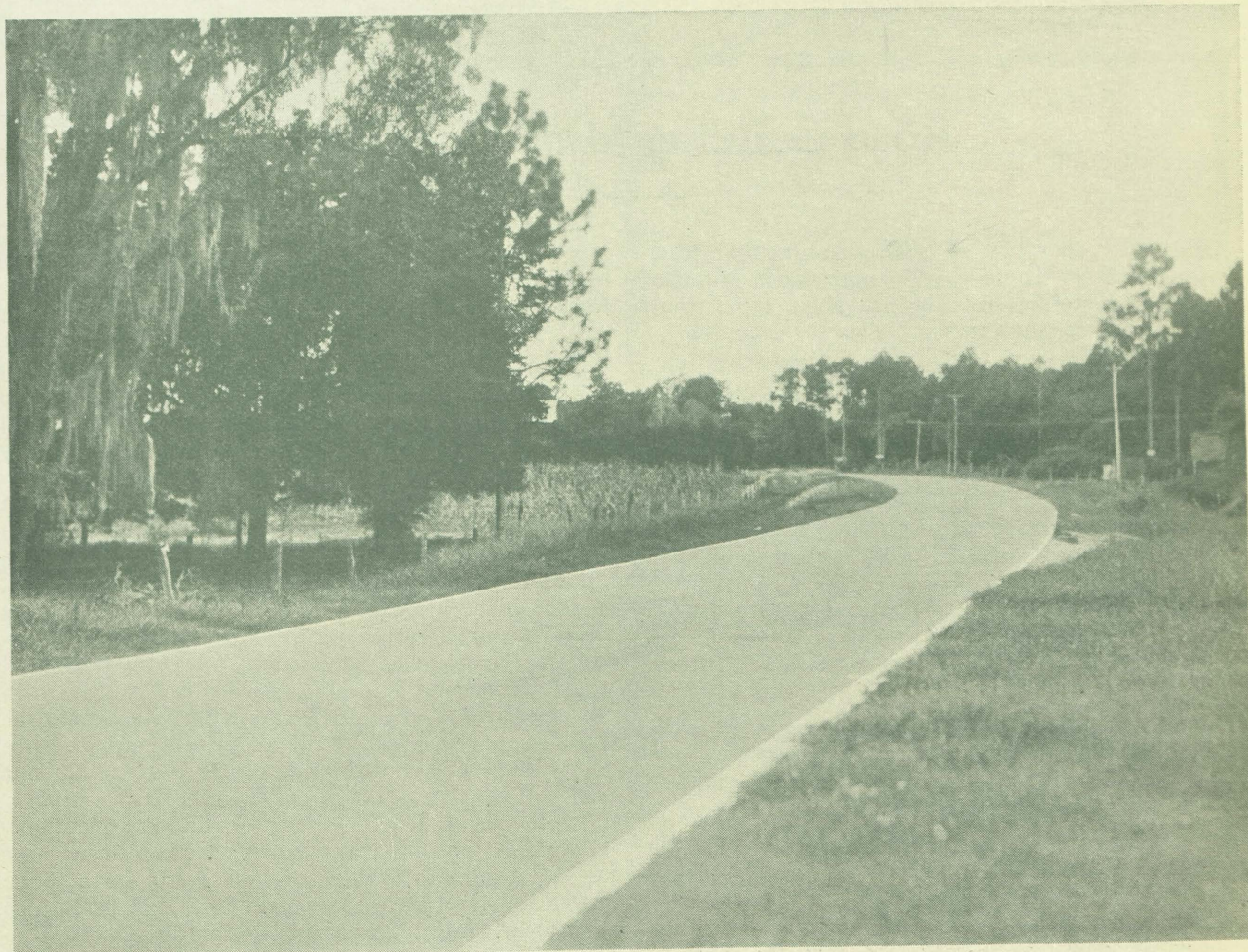
Motoring as a modern form of recreation has come to stay. Annually tens of thousands of motor car owners are going out upon the open road to become acquainted with their countrymen in far off parts of the land. They are finding that Kansas or Louisiana are not such distant neighbors of California or Oregon after all.

But some motorists do not make the best of things as they very well might do. So many of them overlook the automobile clubs whose services make of motoring a greater pleasure and a more satisfactory means of making the most of a few days or weeks in the great outdoors.

And even as motoring has come to stay, so, too, has the automobile club entered the economy of the modern scheme of things—entered with such a degree of practicality and efficiency that it has come to be recognized even by the veriest tyro in the art of making the great American dollar go farthest along the road to the enjoyment of the motor car.

A tour in an automobile is either pleasurable and profitable from an educational standpoint or not, depending upon the roads over which one travels. If one starts out joyously on a journey of some hundreds of miles expecting to find good roads, but founders one's car in the mud before the end of the first day and flounders around for a day or two disgusted with one's automobile because of wrong information about the route to the destination, then there isn't much pleasure in the trip. The joy has been killed.

But if one starts out bright and early in the morning with the route all outlined, with the good roads clearly defined, there is bound to be less disappointment and more joy before the journey is over.—Louisiana Motor League.



View on State Road No. 2 (Dixie Highway) Looking Towards Leesburg (Lake County) from the North.

How Do We Do It?

(From The Saturday Evening Post)

Two and a half billion dollars, according to semi-official estimates, will be spent this year by motor campers and automobile tourists. Not millions, but billions. These figures, stupendous as they are, do not include the cost of the cars that will be used. They represent the estimated outlay for gas, oil, repairs, replacements, food, hotel bills, souvenirs and other expenses incident to motor travel. According to a report submitted to the gathering of the International Chamber of Commerce at Brussels, we have seventeen and a half million cars in use.

The staggering sums that Americans are spending for outdoor enjoyment of one sort and another run well into ten figures. The items which make up this total seem less like statistics than like the ravings of a mad statistician whose mind has been unhinged by too much figuring. Let us inspect these processions of numerals to see if some unauthorized noughts have not elbowed their way in by mistake.

In 1924, according to the best estimates, no fewer than twelve million persons went in for real motor camping and slept in their own tents or cars at night. The total for 1925 will be even greater. The campers of last year used camp equipment which cost them four hundred and fifty million dollars. The old-timers got out their 1923 gear and replaced lost and outworn articles at an average cost of fifty-eight dollars for each outfit. One-third of the 1924 motor campers were first-timers, debutants of the open road. Their camp gear was new and cost one hundred and ninety-eight dollars for each party. No less is being spent this year.

Nearly half the motor campers of the present season are members of short-trip parties, which go away for a few days only and whose travel does not exceed a thousand miles. More than six millions are long-trailers, who will do more than a thousand miles and will spend an average of not less than thirty-three days under canvas. The daily expenses of both classes will run very close to \$2.05, or \$7.17 for the party of average size.

These twelve million wanderers include a surprisingly large proportion of solid and representative citizens. Mr. Frank E. Brimmer, to whose studies we are indebted for these figures, recently read about eight thousand letters from motor campers. He was impressed by the fact that 70 per cent of them were typewritten. Of the thousands he has talked with, some 35 per cent were professional men, executives or owners of their own business. A large proportion of them drive cars that cost more than a thousand dollars.

Incredible as it may seem, if our motorists had increased their expenditures by less than 50 per cent their outlay would have equaled the entire amount it cost to run the United States government and all its various activities during the fiscal year just closed.

The slogan of other years, See America First, has lost its point, for today more of our people are getting close-ups of large territorial areas than the boldest prophet would have cared to predict a few years ago. For the first time in our annals we are getting together and getting acquainted on an epic scale. These voluntary pleasure wanderings have attained proportions which make the great forced migrations of history seem trifling and insignificant. The Union is thoroughly shuffled when California eats the fried clams of Massachusetts and New Hampshire looks out on the Pacific.

No comparable outlay for health and recreation has ever before been made. The fact that six million of us can get away from home and work, under our own power, and spend a month or more enjoying ourselves in the open, laying up fresh reserves of health and strength against another winter's toil, has more economic significance than all the statistics of savings accounts, bank clearings, car loadings and foreign trade put together. It is an amazing index of the wealth, prosperity and vigor of the nation.

The movement is so new that its extent is not universally known, and it is so vast that even when known it is impossible to grasp and visualize it.

ROADS RULE THE WORLD

—not kings nor congresses, not courts nor constables, not ships nor soldiers. The road is the only royal line in a democracy, the only legislature that never changes, the only court that never sleeps, the only army that never quits, the first aid to the redemption of any nation, the exodus from stagnation in any society, the call from savagery in any tribe, the high priest of prosperity, after the order of Melchisedec, without beginnings of days or end of life. The road is umpire in every war, and when the new map is made, it simply pushes on its great campaign of help, hope, brotherhood, efficiency and peace.—Author Unknown.

BRITISH CONCRETE ROAD WILL BE COLORED GREEN

An attempt to solve the special traffic problems of a fishing port has been made by the Corporation of Great Yarmouth, which has embarked on an extensive program of all-concrete road construction. To give a more restful appearance to the promenades the concrete pavements will be tinted green, a procedure recently recommended by a prominent optician as a specific against eye-strain.—British Contractors Journal.

Good roads do not cost—they save.



Florida Highways

Published Monthly

Official Publication of the State Road Department

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B. A. Meginniss, Attorney for the Department,
Editor and Business Manager



MISS THOMPSON ON LEAVE OF ABSENCE

Miss Ella Creary Thompson, Secretary of the State Road Department, who has capably and efficiently held that position for the past three and a half years, left last week for a stay of some time at her home in Bagdad, having been granted a leave of absence by the Department. Miss Thompson has proven a most capable and efficient official and is regarded as one of the most valuable of the Department's employees.

In announcing that Miss Thompson has been granted leave of absence, Dr. Hathaway, Chairman of the Department, stated that it is the expectation of the Department that she will shortly return to resume her position. "Miss Thompson's reasons for leaving at this time are personal," stated the Chairman, "and she goes with the expectation from every member of the Department that she will return as soon as it is possible for her to do so. We recognize her ability and her value because of her long and efficient connection with the Department and her intimate knowledge of all its affairs and details. In the meantime, there is no vacancy in the office and I have asked the attorney for the Department to accept the designation of acting secretary, and the work will be absorbed by other members of the clerical force until Miss Thompson can return to her post."

Man Wanted

Under this heading, Motor West offers the following:

WANTED—A man for hard work and rapid promotion, who can find things to be done without the help of a manager and assistants.

A man who gets to work on time in the morning and does not imperil the lives of others in an attempt to be first out of the office at night.

A man who is neat in appearance, and does not sulk for an hour's overtime in emergencies.

A man who listens carefully when he is spoken to, asks only enough questions to insure accurate carrying out of instructions.

A man who moves quickly and makes as little noise as possible about it.

A man who looks you straight in the eye and tells the truth every time.

A man who does not pity himself for having to dig in and hustle.

A man who is cheerful, courteous to everyone, and determined to make good.

If interested, apply, any hour, anywhere, any place, to any one.

CHAIRMAN'S COLUMN

**THE POLICY OF THE DEPARTMENT WITH
REFERENCE TO CLEARING, GRUBBING
AND GRADING CONTRACTS**

On October 16th we inserted advertisements for bids for clearing, grubbing, grading and the necessary drainage structures on more than a hundred miles of state roads. This is the largest volume of work of this nature on which we have ever asked for bids at any one time, and is the result of a determination formed after a tour of inspection over state roads earlier in the month to concentrate our efforts along this line during such time as the extreme difficulty of securing rock prevails.

It will be recalled that at the conclusion of the trip in question, we announced that no further contracts would be let calling for rock construction in those sections where the freight congestion makes it difficult if not impossible to secure that material, until the situation in this respect has cleared up.

Two projects for rock construction will be let at the same time, one in Hamilton County and one in Highlands County, but in these instances no difficulty in securing rock is anticipated.

The work of road construction in Florida will continue unabated, and our efforts will be concentrated along the line of work which can be done. Our engineers are unanimous in the opinion that the roads which we shall clear, grub and grade, will be in even better condition for the reception of a proper surface after traffic has been turned over them. The work contemplated will involve contracts aggregating approximately a million dollars.

The concentration of our efforts along the line indicated will keep our forces and the contractors at work for the next several months, at which time, early in the year or in the Spring, we shall be in a position to let and will let contracts for a considerable amount

(Continued on Page 20)

The Woes of Contracting

A Recital of the Sundry and Frequent Tribulations That Demonstrate the Construction Profession to Be Far From a Sinecure

By ERNEST FLAGG AYERS

"Never again," growled the old contractor, easing himself into his favorite chair before the windows of the Builders' Exchange. "Once ain't just enough, it's a blamed sight too much."

"How come?" grinned one of the younger members, unfamiliar with Jim Thompson's danger signals. The old man had been gone for a long time, but any one who knew him well could tell that he craved a sympathetic audience, with no interference.

"That daughter o' mine says there ain't nothing like travel to broaden a feller," continued Jim, paying no attention to the interruption. "Mebbe so. Mebbe so. But it's cost me nigh onto three months and the best part of a thousand dollars, and all the broadening I got was finding that I ain't a citizen of these United States no more, not in some places out west, anyhow. I'm just a durned foreigner, that's all. Just a feller from another State, so I don't have no rights no longer."

He pulled a badly used cigar from his pocket, re-rolled it by the famous tongue and finger method, borrowed a match from the Secretary, and sat quiet for a few moments. Then he said:

"You fellers all know that I went out West to get a big job. It cost a lot to go over the ground, an' check up on the plans, and find out what it was going to cost me, but I thought it was worth it. And it would a been, too, if I'd a had a fair shake," and he chewed the now dead cigar reminiscently.

"I got out there all right enough, and everybody treated me fine, right up to the day of the letting. There was a lot of us after that job, for it was worth about two million, with a chance for a nice little profit. But I was willing to cut things, so's to keep my organization going, and I knew I'd either get the contract or make the low bidder lose money." He removed the cigar from his mouth, eyed it sadly as if he had expected better things of it, and snapped, at no one in particular, "Gimme a mtach. Thanks."

"When the bids were read out, I was low man, and I sure felt fine. My figure was around \$1,900,000, and there was two or three more firms not so blamed much higher. But the thing that tickled us all was that a chap who had his office at the State capital was al-fired near high bidder, being just a bit below two million flat. An' he'd been braggin' 'round 'bout how as he was goin' to get that job anyhow, so the rest of us had just been wastin' car fare."

This time, by strenuous efforts, he managed to bring the cigar back to life without another match, and he devoted his entire attention to this rite until the curls of smoke were thick enough to satisfy him. Then he continued:

"We had a lot of fun with that feller, but he kept right on grinning. I began to think he was a good

loser, and be sorter sorry for him, but I didn't need to waste no sympathy. He didn't need it. The clerks was a figgering all this time, and finally the Chief Engineer got up, cleared his throat important like, an' Ill be durned if he didn't award the contract to that two million dollar chap. No wonder the cocksure cuss hadn't quit smiling.

"Hollered? Course I hollered, like a pup what's got himself stepped on unexpected like. The rest of the low bidders hollered too, but they might as well have saved their breath. One of the clerks hauled out a copy of the State laws and showed us, plain as could be, that none of us stood no show. We weren't being thrown out on the usual grounds of inexperience, lack of capital, or poor equipment. Nothing so crude as that.

"Just a nice little 5 per cent leeway they allowed to local bidders, whether they're selling services, or equipment, and the man who got the job wasn't quite 5 per cent more'n me. I tried to quote the Constitution, which says right out that they can't be no tariff between States, but I was told this wasn't no tariff, just a differential. I ain't been able to see no difference, 'ceptin' in the spelling.

"I read that law over careful, and for a minute I thought I'd found a loophole in my favor. For the thing didn't say that public officials *must* give the contract to a local bidder, only that they *might* do it. But I happened to remember, sudden like, that I didn't have no particular vote in that State, and the other feller did, so I guess the Chief Engineer didn't have no sayso in the matter, not if he wanted to hold his job."

"Low down trick, I call it," growled the Secretary. "You're sure they didn't have nothing against you, personal?"

"You bet I'm sure," snapped the old timer. "'Sides which," he added, a grin spreading over his wrinkled face, "I wasn't the only one that got caught in the trap. There's lots of others, out West there. Oh, Lord, gimme a match. Thanks."

When it was going again, he chuckled:

"Oh, no, I wasn't the only one. I had lots o' company, scattered all over the West. There was one feller over in Colorado. He got a road contract, a good one. Seems they'd asked for bids on both cement and bituminous concrete, and this feller had been low with the black stuff. He was all ready to go to work when a lot o' these 'Buy At Home' super patriots happened to recollect that cement was made right near home, while asphalt was shipped in from outside. It wouldn't never do to have foreigners walking off with Colorado money, so they hollered good an' loud. The work's held up yet, and nobody knows what'll be done finally.



State Road No. 2—Orange County.

"Down in Arizona they're trying to kill off all the contractors, looks like. They've passed a law sayin' how nobody but citizens is eligible to work on State and county jobs, and fixing a wage scale that's a lot higher'n the contractors are willing to pay.

"There's a lot o' Mexicans down in Arizona, an' they make good workers on contract jobs. Like the Mex dollars, they're a lot cheaper'n Americans, so the bosses like to hire 'em. But the State sure landed in a pile of trouble when they tried to mix local laws like that one with the government. They wanted to build some of the Federal aid highways day labor style, but Uncle Sam has tried that scheme and found it too expensive. So Arizona ain't going to get no Federal funds 'til she promises to be good, and there's the devil to pay down there.

"Course California ain't goin' to be left behind when they's anything like that goin' on, and the Los Angeles Chamber of Commerce has got in on the game. That bunch is hollerin' its head off 'cause imported cement is bein' used on Golden State highways, and they want it stopped *pronto*, as they say down there. Considering those fellers make their livin' by sending things outside the State, an' bringing settlers from outside in, they ain't got much to say when it comes to lettin' the other feller have a show. For the love o' Pete, gimme a match. Thanks."

The old man stopped for a moment, then he slapped

his leg and chuckled. "There's some funny things happen, once in a while, and I got my full money's worth seein' one of 'em.

"Just after I got swindled out of that big job, there was a small contract let for a building in one of the outside cities. The chap who got my work away from me went down to bid, and this time he actually was low. But did he get the job? He did not. They let it to a local feller who didn't have no experience nor nothing, but they sure had been sold on the 'Buy At Home' deal. Considering that the big contractor had made a talk in the same town, advocatin' the 5 per cent differential law for the State, it struck me he didn't have no kick coming. But he couldn't see it that way, and he yelped like a dog sittin' on a brier."

"I don't know what the country's coming to, if they get to splitting up like that," mused the Secretary.

"Same here," said Jim. "Like all bad examples, it seems to be spreadin' fast in other States. I got hold of a copy of a law that was introduced in Idaho, makin' it compulsory that residents of the State be given preference in employment, whether as engineers, architects, or workmen, and makin' it the duty of purchasing agents to buy home products, if they wasn't more'n 5 per cent higher'n the outside bidder. As for the foreigner, he seems to be out of luck. Gimme a match. Thanks."

Rummaging around in his pocket, the old man drew

out a paper, put on his glasses, and once more addressed the crowd.

"Just listen to this list," he grinned. "The feller what drew up this bill didn't miss nothin, not if he could help it. Here's the ones specified whose duty it shall be to grant that 5 per cent bonus, or tariff, or differential, or whatever they call it. 'The State Department of Public Works, the State Board of Education, and all other of the boards and institutions, all counties, municipal corporations, specially chartered cities, school districts of all classes, irrigation districts, stumpage districts, highway districts, and all other quasi-municipal corporations, now or hereafter organized, and all other public offices, boards, and commissions, charged, or which may in the future be charged, under the law, with letting of contracts for public work.'"

He removed his glasses, folded up the paper, placed it carefully back in his pocket, and grinned cheerfully at his companions.

"The Idaho legislature had more sense than the feller what drew that bill," he declared, "for it never got out of committee. But in a few years, when the rest of 'em all have a nice little tariff wall built around 'em, that bill may pass. Then this'll be one fine country for a business man."

Again the cigar had gone out, this time beyond hope of reviving. He slammed it into the fireplace, grabbed his hat, and started for the door.

"Where are you going?" asked the Secretary.

"Out to get some cigars," growled Jim.

"But we've got a lot of your favorite smokes right here at the desk," declared the watchdog of the records, aghast that so faithful a member should fail to patronize the Exchange stock.

"Don't want 'em," snapped Jim. "And what's more, I never will want 'em. I've had enough 'Buy At Home' stuff to last me the rest of my life." —Western Highways Builder.

NEW MOTION PICTURE RELEASED

"Crossing the Great Salt Desert" is the title of the latest motion picture on road building which has been prepared for the Bureau of Public Roads by the office of motion pictures, United States Department of Agriculture. The film, which is now ready for distribution, may be obtained by application to the office of motion pictures, United States Department of Agriculture, Washington, D. C. Copies of the film are furnished free except for transportation charges both ways.

"Crossing the Great Salt Desert" is the story of a barrier overcome. It tells the story of the perils and privations of the early settlers who, with their wives and families, struggled in covered wagons across the Great Plains, fought off hostile Indians, traversed snow-covered mountain divides, and finally arrived at the eastern border of the Great Salt Desert.

Depending upon the season they then were forced either to stagger across this arid waste under the blistering rays of a summer sun or to plod wearily over the mud flats or brine-covered salt deposits in the winter. This desert was the terror of the western emigrants. Those who reached the other side in safety usually were successful in completing the west-

ward journey and in reaching the promised land of settlement toward which all their arduous labors had been directed.

Animated views illustrate the northerly transcontinental road followed by the Forty-niners across the Great Salt Desert during the California gold rush. The southern route around and over the southern borders of the desert is shown to have been followed at a later date by Mormon settlers. The selection of one of the transcontinental routes, which forms a part of the Federal Aid Highway System, made necessary a choice between the old north and south roads. The northerly route was selected for the highway because it had the advantage in distance, travel time, snow conditions, grade, and ultimate cost.

The picture is replete with detailed construction views of the 40-mile section across the Great Salt Desert between Wendover and Knolls, Utah, known as the Wendover Cut-off. This was built as a Federal aid project by the Utah State Highway Department in co-operation with the Bureau of Public Roads. The unique machinery used for making the embankment across the brine-covered salt beds, the difficulties of construction, the hardship of the men and teams, automobiles speeding over the completed roadway, a striking Utah sunset, and many other details, all make this picture of special interest to road builders and to the general public.

A Betting Fool

At a Western Post, a lieutenant, transferred from Texas, reported for duty. Upon his arrival the commanding officer said:

"Mr. Bush, I have a letter from your former colonel. He tells me that you have one weakness, and that is betting. You must cut that out in this regiment. I won't stand for it. Look at me; you couldn't hire me to make a wager now. What do you bet about, anyway?"

"I will bet on anything," said the youngster. "For example, Colonel, I'll bet you \$25 you have a wart on your left shoulder."

"What?" said the colonel. "I'll just take that bet." He pulled off his blouse and his top shirt and displayed a shoulder without a blemish. "There is no wart there," he said. "You lose; give me the money. I hope this will be a lesson to you."

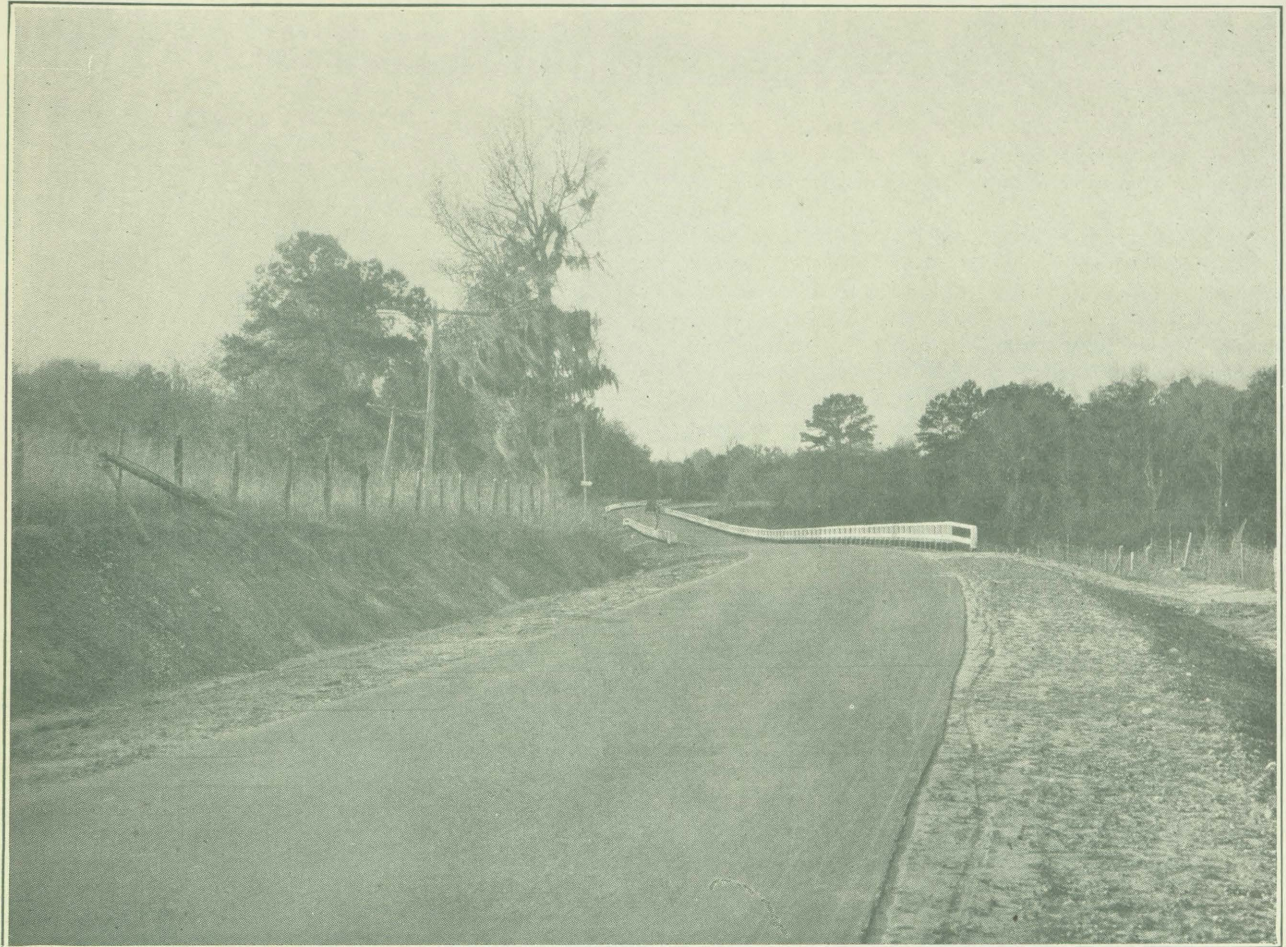
Then he put on his shirt, buttoned up his blouse and dismissed the young officer. Whereupon he sat down and wrote a letter to the colonel in Texas.

"Just as you wrote me, this youngster wasn't in my office two minutes before he bet me \$25 that I had a wart on my left shoulder. Of course he lost. I hope it will be a lesson to him."

In a couple of weeks a reply came from San Antonio.

"The youngster wins. Before he left, he bet me \$100 he would have your shirt off in five minutes after he met you."—"Bottles."

A fool there was and he saved his rocks, even as you and I; but he took them out of the old strong box when a salesman called with some wild-cat stocks, and the fool was stripped down to his socks, even as you and I.—Clipped.



Road No. 2 Near Micanopy

Contracts Awarded by State Road Department, Jan. 1 to Oct. 12, 1925

Contractor	Proj. No.	County	Roads	Bridges	Contract Plus 10%	Type
			Length Miles	Length Feet		
Atlantic Bridge Co.....	38-B	Escambia .....	....	1570	\$ 289,113.77	Conc. & Steel
R. H. H. Blackwell.....	45	Madison .....	....	910	124,902.27	Conc. & Steel
Langston Const. Co.....	534	Brevard	7.69	....	177,361.80	Rock Base
B. Booth & Co.....	46	Nassau	11.52	....	95,664.77	Grading
Pensacola Shipbuilding Co.	421	Nassau .....	....	560	233,094.18	Steel & Conc.
Luten Bridge Co.....	46	Nassau .....	....	....	52,150.60	Drain. Struct.
Luten Bridge Co.	581	Hillsborough .....	....	....	75,837.26	Drain. Struct.
Barnes & Smith.....	581	Hillsborough	12.10	....	240,237.78	Rock Base
Boone & Wester.....	47	St. Johns	14.96	....	142,934.86	C. G. G. & D. S.
Otis Hardin	647	Highlands	4.00	....	16,720.00	Grade
Whitney Const. Co.....	607-B	Clay	6.68	....	89,200.32	Rock Base
Taylor & Cox.....	617	Alachua	5.17	....	23,656.66	Grade & Drain.
J. R. & J. B. Miller.....	618	Alachua	10.89	....	49,163.26	Grade & Drain
L. M. Gray.....	628	Volusia	9.92	....	152,099.00	Rock Base
H. E. Wolfe.....	629	Highlands	6.00)	....	156,113.44	Rock Base.
H. E. Wolfe.....	647	Highlands	7.00)	....	16,170.00	Embankment
S. G. Collins.....	638	Santa Rosa .....	.34	....	170,834.20	Sheet Asph.
Sou. Paving Const. Co....	661	Lake	3.52	....	61,077.46	C. G., G.
Taylor Contracting Co....	633	Gadsden	9.67	....	37,984.17	C. G., G.
Taylor Contracting Co....	639	Gadsden	9.83	....	66,840.94	C. G. G. D.
B. Booth & Co.....	642	Putnam	10.82	....	42,351.28	Sand Clay
Penton-Mathis Const. Co..	649	Okaloosa	10.43	....	55,278.01	Sand Clay
Penton-Mathis Const. Co..	652	Okaloosa	9.04	....	229,961.64	Sheet Asphalt
Broadbent Const. Co.....	613	Sarasota	4.62	....	28,382.46	C. G. G. & D. S.
J. L. Hunter.....	595	Volusia	7.43	....	39,767.20	C. G. G.
Gillis Construction Co....	586	Jackson-Washington.	7.47	....	3,509.00	Underpass
Ed Pettus	625	Citrus .....	....	94	263,617.64	Rock Base
M. C. Winterburn, Inc.....	669-B	Dade	10.30	....	690,797.00	Sheet Asphalt
Morgan-Hill Paving Co....	41	Dade	11.76	....	
Total			191.16	3,134	\$3,547,743.51	

Publicity Necessary to Prosperity

Were we to stop and consider the magnitude of the agriculture and industrial possibilities of the South—especially Louisiana—we would doubtless be overwhelmed at the wonderful array of figures and facts. Perhaps we have not considered these matters as they deserve to be considered, and, as a natural consequence, have utterly failed to grasp the importance attached to them.

The South is producing tremendous crops, the actual figures would astonish the most ardent southerner, and the present crops, now being harvested, will undoubtedly exceed the yields of former years. In industrial lines the South is far ahead of every other section of the great country, exciting the true admiration of the most optimistic.

Yet, with all this tremendous increase and activity, there are thousands upon thousands of acres of land unused—land that is of no use at all. This land will some day be utilized for farming purposes, and the citizens of the day will have cause to wonder at the agricultural possibilities of the unrivaled South.

The one thing needed in this country today is the development of its agricultural interests. It is true that we have had many magnificent estates, on which sugar cane and cotton were produced almost exclusively and a few fortunes made, but these were not farms. What we want in order to be happy, contented and prosperous people is small farms where everything needed in the home may be produced, and where intensive methods supplant the old-fashioned custom of "scattering, indifferent effort" over a large territory. Heretofore, it seems, our farmers or "planters" tried to "cover too much territory." One-half of the land now in cultivation, worked on the intensive plan, will produce more satisfactory results.

To aid in this work of developing, we must have an influx of desirable home-builders. But we cannot induce such people to come and settle in the South or in Louisiana, to be definite, by quietly taking our ease and regaling our neighbor with pretty pictures of our "magnificent opportunities." This course may be amusing and instructive to the neighbors, while affording us a chance to "show off," but it will never have the effect of inducing home-seekers to turn this way. To accomplish tangible results we must go after what we want—we must reach out after that which we most desire.

This is an age of HUSTLE or forever remain in the background. If any individual or community stands back on ceremony, waiting for business opportunities to thrust themselves upon the quiet dreamer or inactive municipality, both will awaken, some day, to the realization that others, more energetic, more alert, have outstripped them in the race for supremacy.

The whole country is just now awakening to the wonderful possibilities in the South, especially in Louisiana, and are industriously seeking actual facts about the lands and homes. What Louisiana needs is wide and judicious advertising. We can never grow very much more unless we adopt some means of at-

tracting desirable home-builders to this splendid section of the great South, where thousands upon thousands of acres of fertile land are now idle. It is all very well to tell our neighbors of the matchless undeveloped opportunities here for energetic people, but unless we send this information broadcast over the country, to the homeseekers and the investor, what will it amount to?

Rehearsing these matters within our narrow circle will not accomplish any material good. Publicity will bring results. Therefore, some comprehensive plan should be adopted in order to reach desirable people. Until we do this we cannot hope to grow and expand beyond the circumscribed limits of natural increase.—Louisiana Highway Magazine.



Along the Dixie Highway (Road 4) in Broward County.

FOR TRUE SPORT SKIING HAS NOTHING ON SKIDDING!

Changing airplanes 2,000 feet up, sliding down the Alps, jay walking, and sleuthing for rum on the bounding main are mild sports compared with the thrills of open field skidding as performed by many of our late motorists when the ice is on the asphalt and the chains beneath the seat.

A few simple rules for plain and fancy skidding for distance on Main street are suggested by accident reports collected by the American Chain Company:

Rules for Skidders

How to score. For your own car, score one point each for a smashed lamp, a broken fender, broken wind shield and rammed radiator. Score five points for each smashed wheel. These points are doubled for other cars. Lamp posts and safety zone markers count double. One pedestrian is the equivalent of two smashed wheels. One cut is worth two points. Use of bumpers cuts final score in half. To win game your car must be totally ruined and opponents' must be hauled to garage. To land in nearby show window with steering wheel still in hands gives you a grand slam.

Send your card around to all the hospitals. It will aid in establishing your score. Then buy a pair of De-Luxe Weed chains, lock them up in the tool box, and throw the key away. Know that your brakes are in good working order. You can slide further with locked wheels, especially if you have four wheel brakes.

Pick out a street well covered with ice or water—one with fairly heavy traffic—it adds to the sport. Get up at least 25 per (20 miles will do in down-grade). As a delivery wagon shoots out of a side street, apply your brakes suddenly and quickly turn your front wheel. Do this about 40 feet away. If you can't get a truck driver to play, wait for a limousine.

Don't let friends argue you out of your points. Insist that you were using neither chains nor bumpers. If you can get a traffic cop to back up your claims, so much the better. If the sport is unusually keen, get witness to score for you; a stone cutter is preferred as he can put it on your epitaph.

If you are still a novice, try one chain first. One chain on the rear wheel will retard your speed slightly, but you will whirl readily. To become adept, indulge in secret practice on a hill close to town. The thrill is a knockout! To get the maximum enjoyment out of the game, hum merrily the while that familiar refrain from Chopin's funeral dirge to some ditty.

THE GROWTH OF FLORIDA

One railroad announces a 243% increase in passenger traffic to Florida over the spring of 1924. Many A. A. A. clubs report a phenomenal growth in summer motor traffic to the southeast. The Florida State hotel commissioner reports 109,141 rooms available for tourists at the end of 1924, with permits issued for the first five months of 1925 for 425 new hotels representing 11,733 new rooms, the total valuation of the permits being \$27,560,950. Such are the preparations being made to house visitors in the new winter playground of America.

ONE BIG HIGHWAY PROBLEM

Any constructive industry of the magnitude that highway building has reached is naturally bound to have many serious problems. Every man engaged in highway work is sure to think his job is the toughest nut to crack. That is human nature. But conditions rapidly are forcing all of us to realize that maintenance has already assumed proportions far beyond anything the layman can grasp. In fact, few highway builders appreciate the amount of money that maintenance work already is taking. Even fewer sense what is dead ahead in the expense of keeping road surfaces in good condition.

The astonishing growth in motor vehicle travel is responsible for the maintenance situation. Anyone who reads, knows of the unheard rate of increase in the number of cars and trucks. Few have realized that there has been an accompanying great increase in the mileage each vehicle travels annually. Average speed also has reached a rate far in excess of the figure of a short while ago. The multiplication of these increases gives a rate of highway surface destruction many times greater than this factor was a few years ago. This pyramiding is almost certain to increase rather than to slacken. The magnitude of the maintenance problem will thus become rapidly greater.

There is practically no more surplus war material to be allotted to the states for highway work. What is worse, much of such equipment that was allotted has reached to the retirement stage. The provision of the equipment required thus becomes a matter of serious proportions. Paying for the necessary materials and labor is still more serious.

Means must be found to solve the problem. The country is permanently motorized. Every indication is that the increase in the use of cars and trucks will continue rapidly. Business of every kind is more and more dependent on highway transport. The way must be kept open. Certainly a problem for real men.—Successful Methods.

Safe

Old John, custodian of the bathhouse at an English resort, was in the habit of entering Miss Augusta's compartment before she had completely reclathed herself.

One morning she said to him: "John, you ought to knock before you come in. Some day you might come in while I was undressed."

To which honest old John replied: "Lor, bless you, Miss. No danger of that. I allus peeks through the knot-hole afore I comes in."

The measure of a nation's civilization, its advancement in education and in material things, can to a large extent be judged by the condition of its highways. Here and there some genius may rise above his surroundings and become a great leader though born amid the dirt and squalor which are usually associated with impassable mud roads or bottomless sand roads. But, broadly speaking, a people can rise no higher than the condition of their highways.—Manufacturers' Record.

Motorists Shy at Edge of Highway

An Interesting Survey by Bureau of Public Roads.

Does the average motor car driver keep to the right of the road as far as possible or crowd over to the middle? The United States Bureau of Public Roads finds that the answer to the question is affected by the width of the road, curves, grades, slope of road surface, and conditions of the surface adjacent to the pavement. This conclusion is based on observations of the habits of drivers on highways of various kinds, widths and location. Points were selected for observation and the width of the pavement was marked off with white paint into one-foot sections so that the position of passing vehicles could be observed.

In most cases the cars were not passing other vehicles at the instant of observation. The investigation, therefore, indicates the road position preferred by the average driver. Few automobile drivers prefer a position closer to the edge of pavement than 2½ feet and on meeting other cars the average driver will sacrifice clearance rather than drive closer to the edge than he instinctively feels to be safe.

Truck drivers who, as a class, are sometimes accused of being road hogs are found by the bureau to be not guilty. Most of them were observed to drive

a foot closer to the edge of the pavement than drivers of motor cars and under all circumstances they adhered more closely to the side of the road.

Eighteen feet is found to be the minimum width of roadway which will permit passenger vehicles and trucks driven in the preferential position to pass in safety and with a reasonable amount of clearance. This will allow a distance of 2.7 feet between the outer wheel and the edge of the road for automobiles and 1.8 feet for trucks with 1.9 feet clearance between vehicles.

Observations on curves showed that there is a general tendency to shift to the inside of the curve, particularly by the traffic moving on the outside. Improper banking of the road surface, poor shoulders and steep embankments on the outside of the curve all tend to make drivers crowd to the inside. White lines in the center of the road were found to be very effective in keeping traffic in its proper channel.

A report on the investigation has been issued by the bureau and it is felt that the data will be helpful to engineers in deciding on road widths and other problems of road design.

A NATIONAL "GOOD ROADS WEEK"

The American Road Builders' Association, which was organized more than twenty years ago and ever since has been conspicuously identified with the great movement for more and better roads, is planning another forward step.

In the past, the annual meetings of the association have been planned especially for those actively engaged in the various phases of highway construction. Contractors, engineers, government, state, county and city officials have flocked to Chicago in January in order to attend the sessions of the American Builders' Association Convention and visit the great Road Show which has been held in the Coliseum and which in the last two or three years has overflowed into a number of adjoining buildings.

Beginning next January, the association is planning to tie up its annual meeting with a "Good Roads Week" and at that time exercises will be held in the public schools, and civic clubs also will hold special meetings.

At the same time the annual convention of the American Road Builders' Association will be in progress in Chicago. Men interested in road building from all over the country will be in attendance. The Coliseum and neighboring buildings will be filled with more than three hundred carloads of road machinery and materials.

Last January more than 16,000 persons attended the convention and show, and it is expected that the throng will be even greater in 1926.

W. H. Connell, president of the American Road Builders' Association and engineering executive of the Pennsylvania Department of Highways, has announced that the convention program in Chicago next January will be divided into two sections, the first section which will be of special interest to contractors dealing with the actual construction of roads, and the second section which will appeal to the engineers and municipal officials dealing with the technical problems of highway work.

As usual reduced railroad rates to Chicago will be in effect the week of the convention and road show of the association.

C. M. Upham is business director of the association. Any requests for preliminary information should be addressed to him in care of the American Road Builders' Association at Raleigh, North Carolina.

GRADUATE SHORT COURSES IN HIGHWAY ENGINEERING

During the months of December, 1925, to March, 1926, inclusive, the University of Michigan will offer 21 professional short period courses in highway engineering and highway transport especially designed for mature men in practice or preparing for positions in the fields of highway engineering or highway transport or with companies manufacturing machinery or materials used in highway engineering, or motor trucks, trailers or motor coaches. Eighteen of these courses are open to any person over 21 years of age. Each course will consist of 30 lectures, and will be given in a period of two weeks.

THE BACK SEAT DRIVER

By DOUGLAS MALLOCH

If he should hit a trolley-car
Or cut a train in two,
Do anything that drivers are
At times inclined to do,
The coroner may find—alack,
Should anyone survive—
That there was someone in the back
To tell him how to drive.

It's hard to watch the road ahead
And heed the voice behind;
And many people now are dead,
You frequently will find,
Yes, many people are deceased
Who might be now alive,
Had no one told or tried, at least,
To tell them how to drive.

And many more who occupied
The rear are now at rest,
Yes, many people now reside
In regions of the blest,
Because they yelled, "Here comes a truck!"
"Put on your brake!" Oh, I've
Seen lots of people out of luck
For telling how to drive.

So when your wife is driving, please
Don't tell her what to do;
To see that other auto she's
As competent as you.
If you will leave her quite alone
You likely will arrive;
She doesn't need a megaphone
To tell her how to drive.

In fact, the able engineers
Who any car designed
Have put the steering-wheel and gears
In front and not behind.
For that's the place, they all decide,
The best they can contrive,
The rear's the proper place to ride,
The front the place to drive.

—Illinois Motorist.

HIGHWAY RESEARCH BOARD

At a recent meeting of the Executive Committee of the Highway Research Board of the National Research Council it was decided to hold the Fifth Annual Meeting of the Board at Washington, D. C., on December 3 and 4, 1925. Progress reports received from the Chairmen of the Research Committees showed that they are conducting important studies on almost every phase of highway development, including finance, design, construction and maintenance, thus assuring a successful annual meeting. The program for the Fifth Annual Meeting is now being prepared and will soon be announced.

INTERNATIONAL ROAD CONGRESS TO MEET IN MILAN, ITALY, FROM SEPT. 6 TO 13, 1926

The Fifth International Road Congress will meet at Milan, Italy, at the invitation of the Italian Government, from Sept. 6 to 13, 1926.

The program announced for the congress includes the discussion of the following questions:

First Section—Construction and Maintenance

First question.—Concrete roads.

Progress achieved in the use of materials for the construction of roads in cement-concrete.

Second question.—Bituminous and asphaltic roads.

Qualities required of the materials employed: Binder; aggregate.

Third question.—Standardization of tests for the following:

Roads—materials.

Coal tar, bituminous, and asphalts.

Second Section—Traffic and Administration

Fourth question.—Census of traffic.

Search for uniform international bases for adoption in every country.

Fifth question.—Development and planning of towns in interests of traffic.

Progress achieved in the general control of traffic in towns.

Sixth question.—Special roads reserved for motor traffic.

What conditions justify their being built.

The appropriate authorities for their initiation and construction.

Financial arrangements: Contribution from public funds; tolls; rules for traffic circulation and for exploitation.

Relationship and connection between motor roads and other highways in the interests of safety and the continuity of traffic generally.

An international exposition open to manufacturers or producers of materials and implements used in the construction and maintenance of roads, as well as to manufacturers of vehicles and accessories, will be held in connection with the congress.

The Italian committee of organization, in co-operation with the executive bureau of the Permanent International Association of Road Congresses, has arranged, in addition to the regular sessions, for a series of visits to modern roads built or under construction, notably the Autodrome of Monza, where a race for the grand prize will be run, and the new automobile highways which connect Milan with the Italian lakes. Visits are also scheduled to industrial plants and road-construction projects which will be under way at the time.—Roads and Streets.

A Pacific coast hotel, popular with traveling salesmen, sent this wire:

"Applebaum & Goldblatt,

"New York City.

"Your salesman, Sam Goldstein, died here today. What shall we do?"

The hotel manager received the following reply:

"Search his pockets for orders."



Road No. 2—West Approach to Allapaha River, Hamilton County.

LESSONS FROM THE EARTHQUAKE

The lesson to be learned from the Santa Barbara earthquake, as far as highway building is concerned, is that stability of construction has proved its worth. Bridges and other highway structures, both north and south of Santa Barbara, built by the county but on state specifications, withstood the shocks of the recent earthquake without consequential damage.

Except for slides in deep cuts, there was no serious interference with traffic; in fact, the highway was not completely closed to traffic at any time while rail transportation was held up for a period of 17 hours.

It is not contended pavements and bridges built on state specifications will withstand any shock that might occur; but the fact remains that the state bridges in the vicinity of Santa Barbara were practically undamaged by the earthquake, which wrought serious and extensive structural damage within the city.

The state highway department is often criticized, particularly by county authorities, for expenditures for bridges. It is frequently asserted that they are structurally of heavier design than is necessary and, therefore, more costly than is needed to care for state highway traffic.

There is every reason to believe that had the state bridges in the vicinity of Santa Barbara been of lighter and less stable design, they would not be standing today. The earthquake has proved the worth and the necessity for present high standards for state highway bridges.

There is genuine economy in high standards. Of that, the Santa Barbara earthquake is ample proof.—California Highways.

VALUE VS. PRICE

Don't try to buy a thing too cheap
From those with things to sell—
Because the goods you'll have to keep,
And time will always tell.
The price you paid you'll soon forget,
The goods you get will stay;
The price you will not long regret—
The quality you may.
They ought to cut this "price" word out
Of dictionaries, too;
Make VALUE what men talk about,
Not what the price will do.
In your machines as well as foods,
Remember this advice:
Don't let the price control the goods,
But goods control the price.

—Georgia Highways.

GOOD ROADS SAVE

We believe that in gas, oil, tires, upkeep and repairs, a car will run 2 cents a mile cheaper over good roads than on poor ones such as we had ten or fifteen years ago. The car driver, in going 600 miles, gets back the cost of his license fee on the basis of \$12 minimum license fee.—Litchfield Independent.

Whose?

There is an interesting road sign near Clearwater, Florida, evidently designed for earth moving contractors. It reads as follows:

"Beware of soft shoulders."—The Borrow Pit.

PROJECTS ON WHICH BIDS WILL BE RECEIVED UNTIL NOVEMBER 12, 10:30 A. M.

F. A. Project No. 19, Road No. 2, Hamilton County, approximately 8.16 miles in length. Work to consist of constructing an 8-inch Florida lime rock base upon the prepared subgrade.

Project No. 655, Road No. 18, Highlands County, approximately 10.0 miles in length. Work to consist of constructing upon the prepared subgrade a 9-inch loose measurement lime rock base.

Project No. 625, Road No. 5, Citrus County, a concrete overhead crossing approximately 130 feet long.

On the following projects the work is to consist of clearing, grubbing, grading and the construction of the necessary drainage structures.

Proj. No.	Road No.	County—	Length
48.....	4	St. Johns	15.39
49.....	4	Flagler	13.81
50-B.....	14	Putnam	9.77
621.....	1	Okaloosa	17.35
631.....	1	Washington-Holmes ..	8.53
648.....	2	Hardee	14.19
658.....	1	Holmes	8.21
660.....	3	Clay	10.52
682.....	5	Citrus	6.45
663.....	5	Citrus	8.03
679.....	5	Hernando	7.11

On project 50-B there are three concrete bridges totalling 150 feet in length; on project 631, four timber bridges totalling 1,480 feet; on project 648, three timber bridges totalling 375 feet, five concrete totalling 72 feet, and bridge across Big Charlie Creek, 140 feet of steel spans on concrete piers; on project 658, five timber bridges totalling 525 feet; and on project 660 there are five timber bridges totalling 225 feet. The bids on these bridges will be received separately and the Department reserves the right to award contracts accordingly.

SUNDAY AFTERNOON ON ANY CONCRETE ROAD

Mile after mile two lines of cars crawl past each other under the broiling sun—sedans, coupes, racers, limousines, roadsters and touring cars, all crowded to the running boards with hot and tired travelers. The line moves jerkily forward, a few feet at a time, or wait endlessly at crossings, the riders dumb and weary, stolidly enduring the heat.

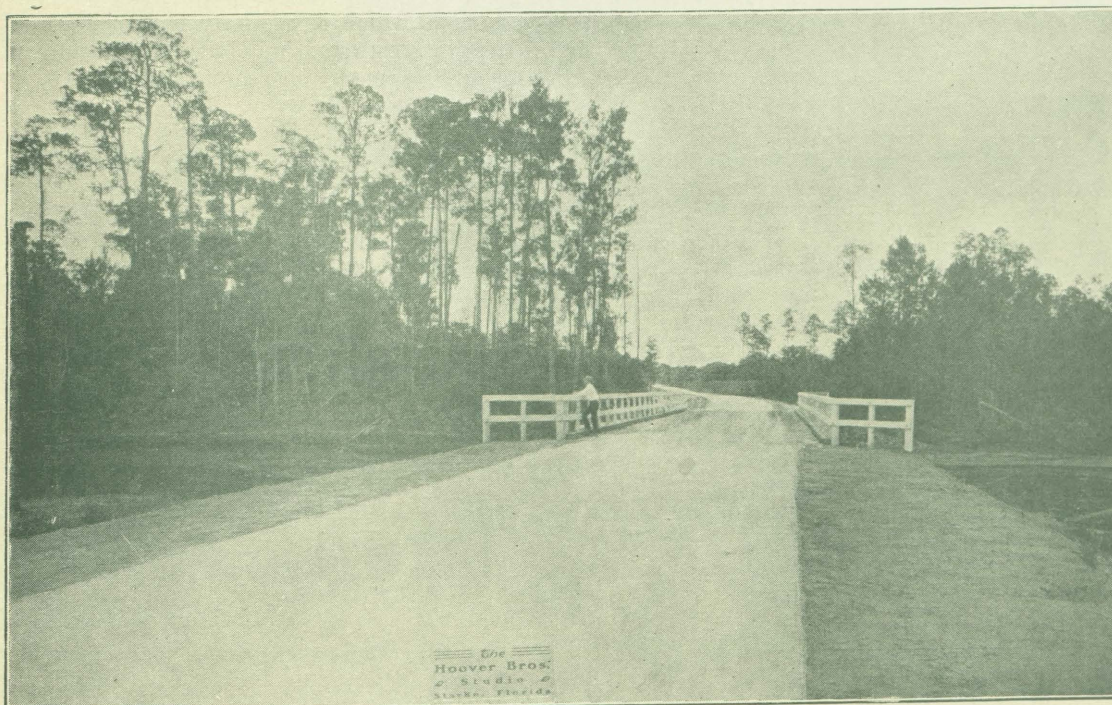
A stalled car holds up one procession. Its perspiring driver cranks violently on a reluctant motor to the tune of shrieking whistles and horns sounded by impatient motorists held up behind him on the narrow road. A huge truck lumbers along, loaded with wilted young picnickers, scantily clad and hot, but never too hot to be hugged.

An exhausted village traffic policeman scolds angrily at an equally exhausted and very perplexed Italian who drove to the left, although the signs he couldn't read plainly said "Keep to the right." Many cars are pulled to the side of the road and women in wrinkled Sunday finery wait limply under the scant shade while red-faced men toil miserably in the oppressive heat changing tires through blinding fumes of gas and dust.

Busy speed cops tear uselessly past the creeping lines. Incurable boys in an ancient flivver take death-defying chances to pass just one more car, always miraculously squeezing back into line again, thanks to somebody else's good brakes and good driving. Another driver equally reckless but not so lucky, now waits with a crippled car in the ditch for the village towing service.

Children wail while mothers scold and threaten, brakes squeak and horns blare, the little breeze dies off, but the sun beats mercilessly on—

Dear God, and they do it for fun!—Carol Francis, in Chicago Daily News.



Road No. 13, Bradford County, Near Starke.

LOOKING THEM OVER

We recently sat on the steps of a construction mess house with the superintendent at about 6:30 a. m. From the time of our arrival, the previous afternoon, there had been almost continuous talk of methods of moving dirt. That morning at breakfast, by lamplight the discussion waxed warm over certain fine points. After the men went for the teams and trucks, the talk overflowed to the steps. To all appearances, the superintendent was submerged in putting over his arguments on methods.

About this time the mule teams began to pass. The superintendent never misfired once in his talk, but his eye was on those mules. Suddenly he called one of the boys out of line and sent him to the blacksmith to have a mule's shoes tightened. Then he spotted a trace chain wired together. That boy went to the harness tent for a new chain. And so it went. Not a weak spot got by the superintendent's experienced eye. Later, we learned that this superintendent usually finished breakfast ahead of the crew and was at the stables when the harnessing was under way. Nothing missed him there. The small fixing-up jobs were all done before the teams started.

The same close inspection came that night. Not a team missed the superintendent's careful once-over. As a matter of course, the shoulders of each mule are washed with dilute oak-bark water. Once a week all collars are thoroughly washed. There are few sore shoulders in that outfit.

This idea of close check on every detail we found went right through the job. The shovel runner of the outfit is a born superintendent himself. So he could be trusted to look out for his own upkeep. But on every other part of the job, the superintendent personally checked the details every day.

What is the answer? This outfit has made cost and speed records in moving dirt which it would be unfair to print. They have made them, too, without any fuss or feather, largely by keeping fixed the little defects which slow up the whole job.—Successful Methods.

WALK ON LEFT SIDE OF ROAD

The experienced hiker spurns the motor highway, says Minneapolis Journal. He strikes off across country, or swings along the hidden lanes. But, unfortunately, most of those who walk are not experienced hikers. Possibly they fear the by-way, the thicket and the swamp. At any rate, they stick to the main road, with its hum of traffic.

For such folk there is a practice that minimizes the danger inherent in a mixing of plodding pedestrians and whizzing automobiles. Let them invariably walk on the left side of the road. It is the safest way. The journeyer afoot thus always faces approaching traffic. He has a better chance to watch and avoid motors. The driver has a better chance to sight the pedestrian. At night this precaution is doubly essential, for a headlight will pick out a face, or a white shirt or waist, when the back of a person darkly clad will be virtually invisible.

Would you prefer to drive on a road rather than in one?

MORE MEN THAN WOMEN IN ROAD ACCIDENTS

Notable in the survey of automobile accidents reported to the National Safety Council by eighty cities having a total population exceeding thirty million are the facts that male motorists were involved in more than twelve times as many accidents as female and twice as many male pedestrians as female were injured.

The most common circumstances attending the occurrence of accidents as far as the motorist was concerned are "did not have right-of-way;" "exceeding speed limit;" "cutting in;" "on wrong side of the road;" and "motorist intoxicated."

"Walking, running, or playing in the street" accounted for many pedestrians' fatalities. "Going into the street not at intersection;" "riding or hitching on vehicles" and "crossing intersection against signal" were other common causes of fatal pedestrian accidents. The large majority of accidents occurred in daylight when the weather was clear and the road surface dry. Sixty per cent occurred at intersections.

Cities should provide better playground facilities with proper and adequate supervision, to keep the children off the street in the summer and thereby reduce the growing fatality rate among children under fifteen years of age.

The reckless motorist must be curbed and it is the duty of each individual citizen to report the license number of automobile drivers operating their cars on the public street and highway without regard for other motorists or pedestrians. Pedestrians must be educated to cross at the cross-walk with the signal. Police and other city officials should study the local traffic situation by means of spot maps.

There is a need for controlled arterial street systems, to lessen the number of motor accidents. It has been found by safety engineers and others studying the traffic problem that accidents are almost negligible where there is adequate control system at intersections which is properly enforced.

It is interesting to note that the ancient custom of exposing executed criminals at various crossroads along principal highways, as a warning to the lawless, is being revived in principle in the interest of safety.

Near certain railroads where fatal accidents have occurred, the remains of wrecked motor cars have been collected and piled on a high platform surmounting a post. From the edge of the platform paralleling the highway is hung a signboard containing an eye-arresting safety slogan.—Michigan Roads and Pavements.

Traps

Small Boy: "Dad, how do they catch lunatics?"

Father: "With face powder, beautiful dresses, and pretty smiles, my son."—The Nation's Highways.

The Iron Man

"One man is knocked down by an automobile every twenty minutes in Los Angeles."—News Item.

You would think it would wear him out.—"Motor Chat."

That indefinable thing we call charm is what enables a girl to violate the traffic rules day after day with absolute impunity.

WHY WORRY

about your road taxes when you spent last year these enormous amounts
without any complaint?

ESTIMATED EXPENDITURES FOR NON-ESSENTIALS 1924

(From Statement of U. S. Treasury Department)

Tobacco	\$1,847,000,000
Beverages (non alcoholic)	820,000,000
Theaters, movies, etc.....	934,000,000
Candy	689,000,000
Jewelry	453,000,000
Firearms	67,000,000
Musical instruments	440,000,000
Sporting goods	431,000,000
Perfumes and cosmetics	261,000,000
Chewing gum	87,000,000
Toilet soaps ($\frac{1}{2}$ since some are essentials).....	76,000,000
Furs ($\frac{1}{2}$ since some are essentials).....	176,000,000
Radio (a)	150,000,000
American tourists abroad (b).....	600,000,000
American tourists at home (c).....	1,000,000,000
Total	\$8,031,000,000

(a) Radio Corporation; (b) Department of Commerce
(c) American Out Door Life Exposition

Just six months allowance of the above fund would improve the entire Federal Aid Highway System of the United States and thus enable you to drive from the county seat of any county in any State, to the county seat of any county in any other State in the Union, and keep on a paved road.—American Highways.

One of our country's valued assets at present is its 2,941,000 miles of improved highways, costing annually, according to A. B. Fletcher, of the Bureau of Public Roads, no less than \$1,000,000,000. These roads are not the result of the aesthetic tastes of some landscape architect but they are the outcome of the urgent demand of motorists and they have become indispensable to the nation's industries.

"What caused the fire?"

"Friction."

"Friction?"

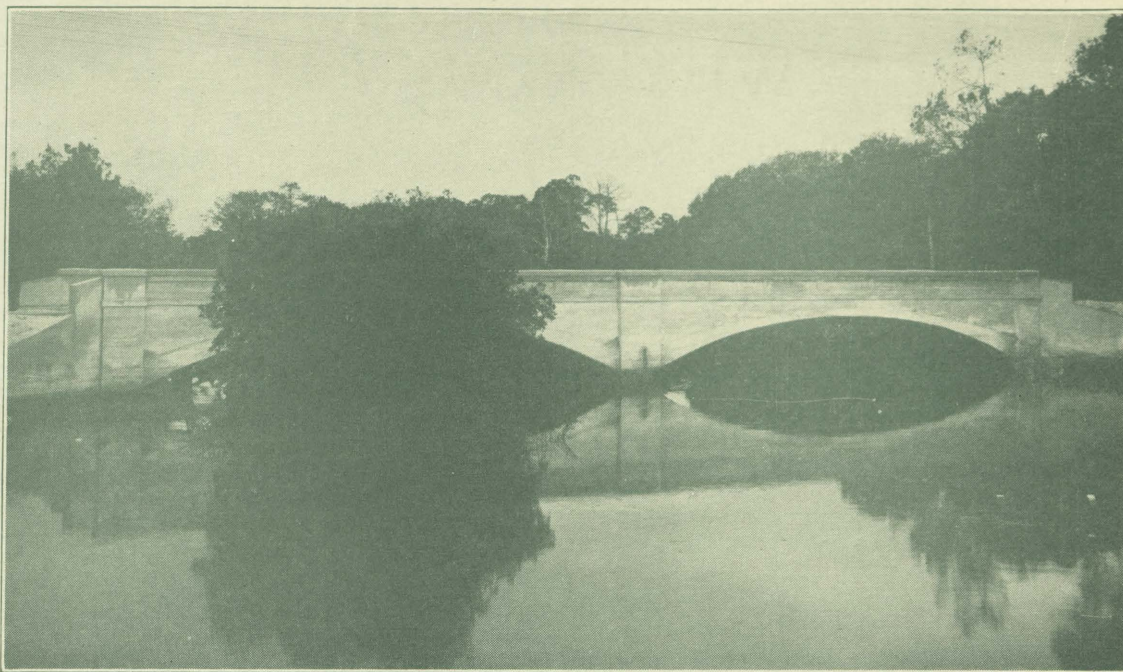
"Yes, a \$20,000 policy rubbing against a \$15,000 stock."—Goblin.

Washington displays a government employe ninety-three years old, active, alert, on the job all the time, who has taken neither annual vacation nor sick leave in many years, who confidently expects to be in harness until he reaches the century mark, who is working faithfully and well for a government he once fought against as a Confederate soldier, whose philosophy of life is optimism and moderation.

Guest: "Gosh, but I'm thirsty!"

Hostess: "Just a minute and I'll get you some water."

Guest: "I said thirsty, not dirty."



One of Broward County's Beautiful Highway Bridges.

Do You Know?

Cars cost today 29% less than before the war.
Commodities in general cost 67% more.

Railroads received \$400,980,000 in freight revenues from automobile products in one year, and paid \$34,164,000 in taxes for highways.

The automobile industry ranks first among all U. S. manufacturers, rated according to wholesale value of production.

Motor vehicle special taxes are paying 42% of the total highway bill.

Federal highway payments 1917-1915 were but 47½% of the total Federal excise taxes paid by the automotive industry.

Railroad taxation going to highway purposes is 3.6% of the total highway bill.

Seventy-nine cities had fewer fatal motor accidents in 1924 than in 1923; there were 5% fewer grade crossing motor fatalities in 1924 than in 1923.

20,000 motor buses transport 470,000 children to school daily.

The total Federal excise taxes, levied as a war measure, are larger today than in war years.

\$800,000,000 in Federal excise taxes has been paid by the automobile industry in seven years.

There are 60,000 buses in operation in the U. S. Of these 3,200 are owned by 200 electric companies.

Motor transportation employs more than one-tenth of the male population, 3,119,000 workers.

More than 2,000,000 freight carloads of automotive products are shipped over the railroads annually.

17,592,000 motor vehicles are registered in the United States.

Foreign markets consume 12% of the output of American automobile factories.—Kansas Highways.

JUST FOLKS

By Edgar A. Guest.

INVESTMENTS.

I have some extra dollars which were better saved than spent
And so I'll buy a gilt-edged bond to earn me four per cent;
I'll call that an investment, 'tis a term all bankers use,
But one which money-minded men so frequently abuse.
Not all investments pay in gold, some pay in peace of mind,
And some in happy memories of days when we were kind.

Life gives us countless dividends in payment for our deeds,
The marigolds are coupons which we cut from planted seeds,
The good will of our neighbors is a joy which we collect
From having neighbored with them in a way they could respect.
Our children are investments, too, in which our worth shall show,
For seldom 'tis by luck or chance good men and women grow.

We are investors, one and all, by each a choice is made,
Some risk their lives in art and some invest them in a trade.
And who shall give his best to life shall reap his dividends
In peace of mind and happiness, the love and trust of friends;
But who invests in selfishness, in cunning or in shame,
Shall find, however filled his purse, he's played a losing game.

Bleak poverty of spirit is a failure that is worse
Than the error of wrong judgment which brings poverty to purse.
For money may be squandered, and a stock not worth its cost,
But a good name lives forever and a kind deed's never lost.
So I'd invest my hands and brain in all life's finer things
And seek the compensation which that sort of venture brings.

—From Charlotte (N. C.) Observer, 10-17-25.

Flagler County has equalled Monroe County's record in the way of the number of unfavorable votes in a bond election. Monroe several months ago voted on a bond issue for construction of the Key West to the mainland highway. Only three Monroe citizens cast ballots in the negative.

Flagler County last week at a special election voted a bond issue of \$75,000 for construction of a new courthouse. Only three citizens in the county voted in the negative.

The Gans line has established a new monthly steamship freight service between Panama City and London, the Florida Development Board has been advised. The first vessel, the Wassaborg, sailed from St. Andrews Bay last week. The first six sailings will carry logs in the rough which are to be floated down the Apalachicola River and through the canal to Panama City.

Hambone says: "Some folks cusses 'bout de cost of good roads, but dey learnt how to cuss traveling over bad roads."

Freeholders of Suwannee County who recently defeated a highway bond issue for more than \$1,000,000 because the plan adopted was not satisfactory to a majority, although they favored the improvements, will go to the polls again December 1st to do it all over again. This time the issue will be for \$1,950,000 to provide a system of roads that will form a network over the entire county. Plans also call for hard surfacing State Highway No. 1, the Old Spanish Trail, from the Columbia County line, west of Lake City, to the Suwannee River at Ellaville, the Madison County line.

Automobile traffic into and out of Florida through Pensacola and the short route across Escambia Bay via Mulat has reached such proportions that operators of the automobile ferries not only have purchased a third vessel during the last two weeks but have awarded contract for construction of a fourth.

Teacher: "In what battle did General Wolfe when hearing of victory, cry, 'I die happy'?"
Johnny: "I think it was his last battle."

BE THE BEST OF WHATEVER YOU ARE

By Douglas Malloch

If you can't be a pine on the top of the hill
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree.

If you can't be a bush, be a bit of the grass,
And some highway much happier make;
If you can't be a muskie, then just be a bass—
But the liveliest bass in the lake!

We can't all be captains; we've got to be crew;
There's something for all of us here.
There's big work to do and there's lesser to do,
And the task we must do is near.

If you can't be a highway, then just be a trail;
If you can't be the sun, be a star;
It isn't by size that you win or you fail—
Be the best of whatever you are!

—Penn Ways.

IT TAKES ALL SORTS OF PEOPLE TO MAKE UP THIS WORLD, INCLUDING PEOPLE WHO—

Straddle white lines.
Throw in the clutch when they put on the brake.
Fail to give warning signals to drivers behind.
Cross railroads two-abreast.
Race across street intersections.
Cut corners.
Pass on curves, or near the crest of hills.
Park opposite a white line.
Mix gasoline and hootch.

—Penn Ways.

Taylor County's Board of Commissioners has decided after consulting with leading citizens in all sections of the county to call a special election for the purpose of issuing \$1,500,000 worth of highway bonds to build more hard surfaced roads. It is proposed to build the new roads to the county lines of adjoining counties in order that they may be connected with other highways and give easy access to all sections of this part of the State.

THE POLICY OF THE DEPARTMENT

(Continued from Page 5)

of paying and surfacing. The policy of the Department, in short, is to push the work of road construction without stopping. We shall, of course, continue to assist in every way possible in relieving the present freight congestion to the end that contracts already in force may be kept going as rapidly as possible.

Elsewhere in this issue will be found a list of the projects on which bids have been asked, returnable November 12th, and a better idea of the magnitude of the contemplated work can be gained therefrom.

The Florida Development Board has been advised from New York that A. B. Sides, vice president of the Eastern Steamship Lines, had given up the idea of sending the palatial steamers New York and Boston to Miami this winter to be used as floating hotels. Sides visited Miami recently and upon returning to New York announced that a suitable mooring place for the vessels could not be found. To operate the steamers as hotels it would be necessary to moor them where they would be of easy access.

INCLUSIVE

Friend Husband had been bragging about himself as he was wont to do.

"George," observed his wife, "there's only one thing in this whole world that you don't know."

"And what's that?" he demanded belligerently.

"Anything."

DON'T LET YOUR WIFE SEE THIS

According to scientific investigation the ingredients of a man, besides water, are as follows:

Fat enough for seven bars of soap.
Iron enough for a medium-size nail.
Sugar enough to fill a shaker.
Lime enough to whitewash a chicken coop.
Phosphorous enough to make 2,200 match tips.
Magnesium enough for one dose of magnesia.
Potassium enough to explode a toy cannon.
Sulphur enough to rid a dog of fleas.

This whole collection is worth ninety-eight cents, and that in a day when things are three times as high as they used to be.—Exchange.

A mule cannot kick while he's pulling, and he cannot pull while he's kicking—neither can you.

REAL SPEED

"Rastus, you call that a race horse. Can the nag really run?"

"Run? Run? Kunnel, dat hoss kin stan' still faster dan mos' hosses kin gallop!"

It was evening. A stranger approached the motorist.

"Sir," he said, "your beacon has ceased its function."

"Sir?"

"Your illuminator, I say, is shrouded in unmitigated oblivion."

"Really, I don't understand you."

Just then a boy shouted: "Hi, mister, your lamp's gorn out."—Kansas Highways.

CORRECT, SIT DOWN

Waggish Diner (with menu): Chicken croquettes, eh? I say, waiter, what part of a chicken is the croquette?

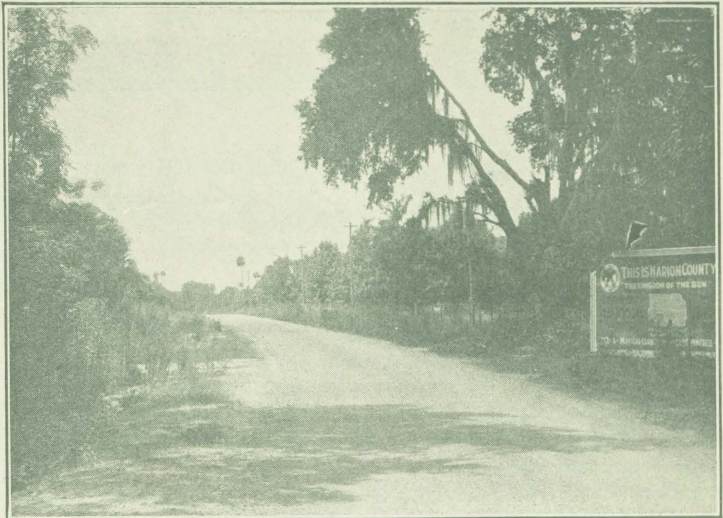
Waiter: The part that's left from the day before, sir.—Boston Transcript.

BASIC SLAG



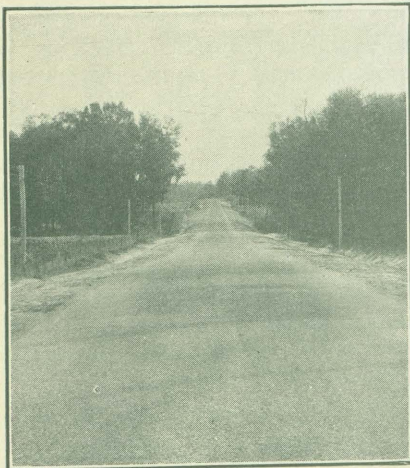
*For better
Roads*

County Road No. 5 on short route Jacksonville-Tampa highway—18 miles slag surface treated paving laid 1925 by county convict forces.



Marion County (Fla.) is Investing \$1,363,636 In 99 Miles of Slag Surface Treated Roads

Marion County is backing her belief in the value of good roads with an investment of approximately one and a half million dollars. Ninety-nine miles of this paving is double surface treatment—



Photo, taken near McIntosh, shows stretch of Dixie Highway, 38 miles of which lies in Marion County. This paving, on State Road No. 2, is also Slag Asphalt wearing surface on 6-inch compacted Ocala Lime Rock base. Built 1921-24 by convict forces.

"ENSLEY" & "ALA CITY" BASIC SLAG CRUSHED & SCREENED

Asphalt wearing surface on 6" compacted Ocala lime rock base. And she is getting this splendid type of "all weather" highway at an average cost of \$12,000 per mile, according to J. E. Walker, county engineer, under whose direction these roads are being laid.

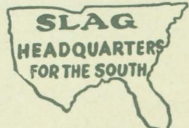
The lime rock used in the base construction of these roads and most asphalt roads throughout Florida is produced almost exclusively in Marion County. The economy of this remarkable type of base construction, surfaced with Asphalt and "Ensley Basic Slag," has made possible the building of more than 600 miles of hard surface, all-weather highways in Florida—a factor of no small importance in the present prosperity of the State.

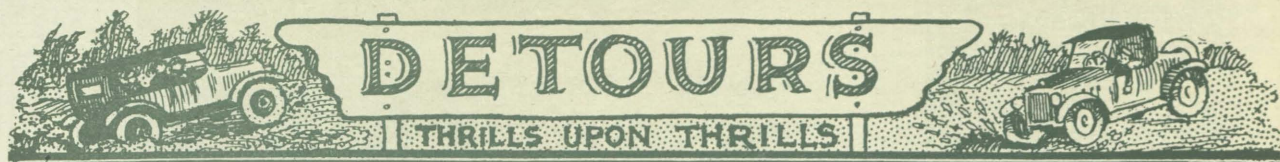
BIRMINGHAM SLAG CO.

Atlanta
Thomasville

• BIRMINGHAM •

Montgomery
Ocala, Fla.





Help!

"Yep, I poured boiling water on her, then turned her over; after a bit she started to spit. I choked her and finally got her going. Then I stepped on her and she ran about a mile, and when she stopped I killed her."—Exchange.

The Dentist's Dilemma

A youth seated himself in a dentist's chair. He wore a wonderful shirt of striped silk and an even more wonderful checked suit. His shoes were a loud tan and he wore a bright red tie. He had the vacant stare that goes with these.

"I'm afraid to give him gas," the dentist said to his assistant.

"Why?" asked the assistant, who was attending him.

"Well," said the dentist, "how will I know when he is unconscious."—Everybody's.

So He Was

Coroner: "Was this man you found dead on the railroad track a total stranger?"

Witness (who has been told to be careful in his statements): "No, sor, his leg was gone intoirely. He was a partial stranger, sor."—Lampoon.

Dangerous Sense of Humor

"Lose your job as a caddy?" said one boy.

"Yep," replied the other. "I could do the work all right, but I couldn't learn not to laugh."

Rounding It Out

"Sir," said the beggar plaintively, "the good Lord gave me a stomach."

"Well, what of that?" demanded the passer-by sourly.

"Wouldn't you like to round out his gift?"

Bring Back! Bring Back!

My Bonnie bent over the gas tank,

The height of its contents to see,

She lighted a match to assist her—

Chorus:

Oh, bring back my Bonnie to me.

—The Crescent.

If an S and an I and an O and a U,

With an X at the end, spell Su:

And an E and a Y and an E spell I,

Pray, what is a speller to do?

Then, if also an S and an I and a G

And an H E D spell side,

There's nothing much left for a speller to do

But to go and commit siouxeyesighed.

The Rookie

Captain: "Take this gun and watch."

Private: "Where's the watch?"

One of the impressive sentence sermons coming our way says that "Every man is now and then what he ought to be all the time."

A Discouragement to Thrift

The neighbor of a man noted for his extreme thrift saw him on a week day dressed in his Sunday clothes.

"What's up, Jim?" he called out. "Why the glad rags?"

"Haven't you heard the news?"

"News! What news?"

"Triplets!"

"Oh, so that accounts for—" began the neighbor, when the frugal one interrupted him:

"Yes, that accounts for my wearing these clothes. What in thunder's the use of trying to be economical!"—Boston Transcript.

Professor Stone: Allow me to salute you with a holy kiss.

Co-ed (after a moment)—Sweet daddy! You hypocrite.—Centre Colonel.

Morning Prayer

Now I wake me up to work;

I pray the Lord I may not shirk;

If I should die before the night,

I pray the Lord my work's all right.

—Louisiana Highway Magazine.

"Any mail for Mike Howe?"

"No; there's no mail for your cow or any other cow."

"It is while we are green that we grow, but when we think we are getting ripe, we are getting pretty rotten."—Elbert Hubbard.

Scotchman to Caddy: "Are you good at finding balls?"

Caddy: "Yes, sir!"

Scotchman: "Well, go find one and we'll begin."

There was a young lady named Eleanor,

Whose auto turned over and felonier;

'Twas ten minutes or so

Ere she seemed to know

The things that the people were 'teleanor.

History Teacher: "What was the Era of Good Feeling, William?"

Willie: "The Whisky Rebellion, ma'am."

That's More Than Some Get

I sent my boy to Yale

With a pat upon the back;

I spent ten thousand dollars,

And got a quarterback.

Wm. P. McDonald Construction Co.

ASPHALT PAVING CONTRACTORS

MAIN OFFICE
67 Lawrence Avenue,
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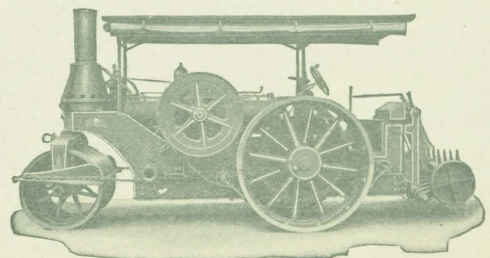
Capacity 1,500 to 2,000 tons daily. Quarry
four miles east of Brooksville on Atlantic
Coast Line Railroad. Our product has been
approved for all structural concrete and
bituminous macadam.

C. W. STONE, Sales Manager

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Furnished in all weights and types—
motor and steam propelled.
Inquiries Invited.



The Buffalo Springfield Roller Co.
Springfield, Ohio.



Jacksonville Agent
M. D. Moody, 402 Masonic Temple

Status of Road Construction

THROUGH AUGUST 31, 1925

Project No.	Contractor.	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Per Cent Type Complete
26	C. F. Lytle.....	2	Columbia	11.01				9.36	Conc. 88.30
37-D	Fla. Drainage & Const. Co..	2	Alachua	2.14	2.14	1.93			G. 90.00
40-A	C. F. Lytle.....	4	Brevard	16.17	16.17	14.71	13.84	0.00	S.T. 86.00
43	Wm. P. McDonald Const. Co.	2	Marion	10.44	10.44	10.44	10.44	5.43	S.A. 75.00
44	Sou. Paving & Const. Co....	2	Lake	10.53	10.53	10.53	10.53	10.53	B.C. 100.00
46	B. Booth & Co.....	3	Nassau	11.52	10.95	5.18			G. 52.60
47	Boone & Wester.....	4	St. Johns	14.96	4.49	1.50			G. 17.00
514	State Forces	1	Jackson	11.00	0.00	0.00		0.00	S.C. 10.50
534-A	J. D. Donahoo & Sons.....	24	Brevard	2.65	2.65	2.65	2.65	2.65	S.T. 100.00
534-B	Noll & Noll.....	24	Brevard	11.85	11.85	11.85	10.66	8.50	S.T. 90.00
564-A	Broadbent Const. Co.....	5	Charlotte	10.88	10.88	9.25	10.34	0.00	S.T. 90.00
567	State Forces	1	Walton	21.35	20.93	14.30		9.18	S.C. 61.20
571	Hunter & Gladwell.....	1	Madison	14.73	14.73	14.73		14.73	S.C. 100.00
576	Broadbent Const. Co.....	5	Sarasota	5.68	5.68	5.68	5.68	5.68	S.T. 100.00
581	Barnes & Smith.....	5	Hillsborough	12.10	8.35	6.90	1.70	0.00	S.T. 20.00
586	State Forces	1	Jackson-Washington	17.37	12.16	10.42		9.90	S.C. 73.00
588	Morgan-Hill Paving Co. ...	3	Putnam	2.36	2.36	2.36	2.36	1.80	S.A. 85.00
595	J. L. Hunter	3	Volusia	7.43	0.00	0.00			G. 0.00
597	J. Y. Wilson	4	Volusia	16.29	16.29	13.68	12.38	0.00	S.T. 86.00
604	C. F. Lytle.....	4	Volusia	7.72	7.72	7.72	6.17	0.00	S.T. 96.00
607-B	Whitney Const. Co.....	13	Clay	6.76	6.76	6.76	0.00	0.00	S.T. 39.00
608	C. F. Lytle	4	Brevard	9.25	9.25	9.25		9.25	C. 100.00
612	State Forces	1	Leon	17.58	17.58	16.70		15.82	S.C. 91.00
613	Broadbent Const. Co.....	5	Sarasota	4.62	4.62	4.16	0.00	0.00	S.A. 8.00
617	Taylor & Cox.....	5	Alachua	5.17	4.34	2.07			G. 40.80
618	J. R. & J. B. Miller.....	5	Alachua	10.89	4.35	1.09			G. 13.80
623	State Forces	35	Madison	12.91	5.29	4.31		0.00	S.C. 23.30
627	State Forces	2	Putnam	6.27	5.02	3.57	0.00	0.00	S.T. 22.15
628	L. M. Gray	3	Volusia	9.92	9.92	9.42	1.98	0.00	S.T. 65.00
629	H. E. Wolfe	8	Highlands	6.00			2.01	0.00	S.T. 33.60
630	Meyer Const. Co.	8	Highlands	11.00			9.57	5.50	S.T. 75.00
633	Taylor Contracting Co.....	1	Gadsden	9.67	5.31	1.93		0.00	S.C. 16.00
634	State Forces	1	Jackson	11.07	6.64	5.53		3.87	S.C. 49.20
636	C. F. Lytle	8	St. Lucie	12.20			7.56	4.00	S.T. 60.00
637	State Forces	10	Leon	18.08	18.08	9.04		1.91	S.C. 48.40
638	S. G. Collins.....	1	Santa Rosa .....	.34		.06			G. 18.00
639	Taylor Contracting Co.....	1	Gadsden	9.83	5.40	4.91		0.00	S.C. 42.00
642	B. Booth & Co.....	3	Putnam	10.82	8.00	1.51			G. 22.15
647	O. Hardin & H. E. Wolfe..	8	Highlands	7.00		5.88	0.00	0.00	S.T. 9.00
651	State Forces	6	Calhoun	14.72	5.88	3.82		0.00	S.C. 9.50
655	State Forces	18	Highlands	13.26	10.60	5.30			G. 44.00
661	Sou. Paving & Const. Co....	2-A	Lake	3.52	2.28	1.05	0.00	0.00	S.A. 7.90

TOTAL MILES COMPLETE

	Concrete	Brick	B.C.	S.A.	B.M.	Asp.	Blk	S.T.	S.C.	Marl	Grad.	Total
Complete July 31, 1925.....	123.72	12.44	10.63	50.75	71.50	23.20	318.66	342.20	37.08	51.69	1041.88	
August, 1925	1.14		.11	1.60			9.04	8.75		8.56	29.20	
Total to date	124.86	12.44	10.74	52.35	71.50	23.20	327.70	350.95	37.08	60.25	1071.08	

	Clearing Miles.	Graded Miles.	Base Miles	Surface Miles.
Complete July 31, 1925.....	1,113.25	1,075.21	421.36	1,010.20
August, 1925	41.41	19.87	12.17	14.72
Total to date	1,154.66	1,085.08	433.53	1,024.92

Note—The above tabulation shows only those projects that are actually under construction at the present time and does not show projects that have been previously completed. However, the table, "Total miles completed," at the foot includes all projects that have been completed prior to August 31, 1925, and the amounts completed in August also. The abbreviations used are as follows:

C.—Concrete. S.A.—Sheet asphalt. B.M.—Bituminous macadam. R.—Rock base. S.C.—Sand clay. G. & D.—Graded and drained. S.T.—Surface treated. B. C.—Bituminous concrete.

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Stucco, Mortar and Plaster

SCREENED, GRADED AND DOUBLE WASHED
APPROXIMATELY 30% STRONGER THAN
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DAILY CAPACITY

ORDERS FILLED
WITHIN 24 HOURS

INDORSED BY LEADING ARCHITECTS, EN-
GINEERS AND CONTRACTORS
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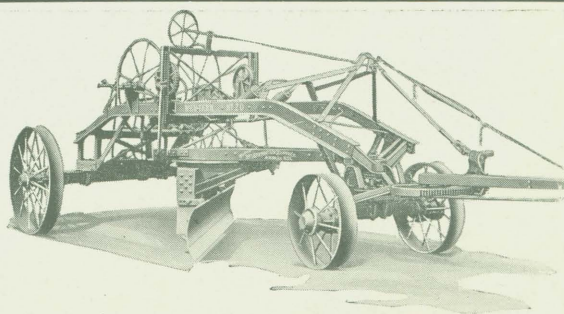
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and other purposes where permanent
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11,500 Pounds of Grader

Weight alone is not a sufficient guarantee that even a 12-foot grader will stand up behind present-day high-powered tractors, but when the tremendous weight and strength of the Western No. 20 are combined with scientific design, based upon over forty years of experience, and the best of manufacturing facilities, you have a grader that is able to use its 12-foot blade to the limit. That, in a nutshell, is the Western No. 20.

Unsurpassed in weight, strength, ease of handling, efficiency and durability, and built so that it will withstand the strain of the most powerful tractors, you will find it working steadily under the terrific strain of road building in rocky and mountainous regions.

Austin-Western Graders range in weight from 1,000 to 11,500 pounds, and in blade length from 5 to 12 feet. There is sure to be one exactly suited to your needs.

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Made in the United States
from new billet steel.
Intelligent, dependable service
by expert bridgemen.

Dudley Bar Company

BIRMINGHAM, ALA.

Ocala Lime Rock—Florida's Natural Road Material

Ocala Lime Rock Co.

INCORPORATED

OCALA, FLORIDA

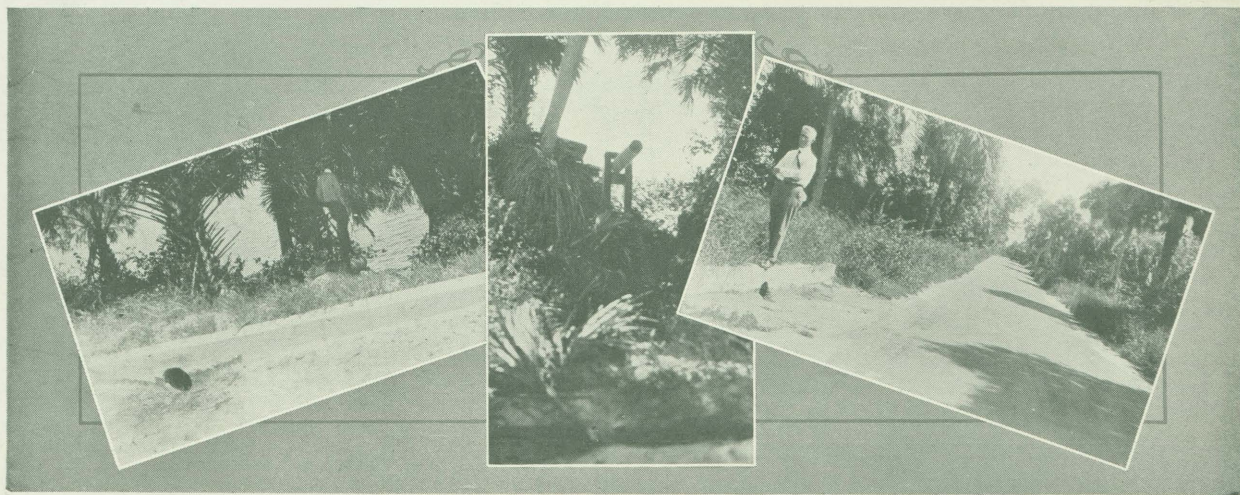
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Kendrick, on A. C. L. R. R. Santos, on S. A. L.
R. R.

Daily Capacity Plants, 4,000 Tons.

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Telegraph: Ocala. Phone 264.



SOUTH of Fort Pierce, along the Dixie Highway, is this sturdy Armco Corrugated Culvert—one of many used in this manner to spill drainage from the roadbed into the Indian River, preventing erosion of the embankment. The three views of this same culvert give an idea of the adaptability of Armco Culverts.



DIXIE CULVERT & METAL CO.

Jacksonville, Florida